

5. ~~7. (Amended)~~ A method of forming a plurality of grooves in the surface of a road, the method including the steps of rotating a cutting cylinder about an axis which is substantially horizontal and which axis is at an angle to the longitudinal direction of the road, moving the rotating cutting cylinder along the road, and simultaneously, moving said cylinder alternately up above the road surface and down into said road surface, to thereby form a plurality of generally parallel grooves in the road [.] each groove having a forward side wall and a rearward side wall.

10. ~~(Amended)~~ A road marker system including a road having a shoulder below an edge of the road, a plurality of grooves intersecting said edge of said road and having portions which extend into the road surface, each said groove being straight, each groove having a forward side wall and a rearward side wall, the longitudinal axis of each groove being at an angle to the longitudinal [axis] direction of the road, the grooves having slanted or arcuate sides, at least a portion of said slanted or arcuate groove sides being coated with a retro reflective coating, the bottoms of the grooves being [either horizontal or] slanted downwardly towards said road edge, each groove being of a maximum depth at the edge of the road and becoming lesser in depth with increasing distance from the edge of the road, the groove bottoms adjacent said road shoulder being even with or above said shoulder, each groove being of a shape complementary to a portion of the curved surface of a cylinder, whereby rain water will run off the sides of the grooves and into the bottoms of the grooves and out of said bottoms to said road edge and onto said shoulder, to thereby maintain the retro reflective coating free of water so that said coating will be visible to thereby make said road edge visible to motorists during hours of both darkness and rain, and whereby when glare on the road is present from

illumination other than from headlights of the driver, a series of shadow depressions will be seen by the driver.

<sup>24</sup>  
~~11. (Amended)~~ The road marker system of claim 10 wherein the [forwardmost] forward grooves wall sides are of a different steepness than that of the rearward [trailing] groove wall sides.

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Add new claims 12 and 13.

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<sup>3</sup>  
~~12.~~ A road rumble strip system including a road, a plurality of grooves intersecting the edge of said road, each said groove being straight, each groove having a forward side wall and a rearward side wall, the longitudinal axis of each groove being at an angle to the longitudinal direction of the road, the grooves having slanted or arcuate sides, the bottoms of the grooves being slanted downwardly towards said road edge, each groove being of a maximum depth at the edge of the road and becoming lesser in depth with increasing distance from the edge of the road, each groove being of a shape complementary to a portion of the curved surface of a cylinder, whereby the grooves will yield an audible and vibratory apprisement of the edge of the road to vehicle drivers.

<sup>3</sup>  
~~4-13.~~ The road rumble strip system of claim ~~12~~ <sup>3</sup> wherein the steepness of the forward side wall of each groove is greater than the steepness of the rearward side wall.

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REMARKS

The indication of allowability of Claims 7 and 8 is noted with appreciation.

Claims 9 and 11 were rejected under 35 U.S.C. 112, second paragraph, as being indefinite. Specifically, the Examiner noted that there was no proper antecedent basis for the phrases "the forward side wall" or "the